

# RUTLAND HISTORICAL SOCIETY

## *Quarterly*

VOLUME XVI No. 4

1986

### ANTIQUÉ TRUCKS

#### A Different Kind of Horse-Power



J. Jankowski

*A line crew of the Rutland Railway Light and Power Company. Photograph taken in June 1909. From Left: Frank Sullivan, Patrick Dunn and Dan Bruten*

# Antique Trucks

By David G. Zsido \*

## The Early Trucks

At the turn of the century horse-drawn wagons were still a common sight in the Rutland area. However, that period also marked the beginning of the era of motorized trucks in America. It was the beginning of a technology, which has resulted in the national dependence on the motorized freight carriers that have been operating for over one-half of a century.

To a large extent the very early trucks greatly resembled the horse-drawn wagons, which they were replacing. In fact, some of these early trucks became known as "high wheelers". This transposition became apparent in Rutland, as the Rutland Railway Light & Power Company's horse and wagon shown on the cover, was eventually replaced with a high wheeled truck. The two photographs show the power company's crews with that truck in 1912 and then in 1913. The truck is a Little Giant. It was powered by a 20 horsepower motor.

The truck shows the characteristic features of early truck design: a small engine compartment located under the seat, large wooden spoke wheels capped with solid rubber, a fully exposed cab, and generally the physical appearance of a wagon. Although not visible in the photograph, it was probably driven by chains.

The first truck manufactured in America was probably developed around 1899. Many truck manufacturers came into existence between 1899 and 1905. Several of these manufacturers remain as common names today even though some have undergone reorganization, and some have gone out of business entirely. These truck manufacturers include the Autocar, White, Mack, GMC, Reo, Studebaker, and Ford. At one point, prior to 1915, there were over 450 manufacturers of trucks in the United States. It wasn't until 1917 that pneumatic tires were developed for use on the large trucks.

## "C" Cab Style

During the mid-teens to mid-twenties the "C" cab style became popular with many truck manufacturers. A greater emphasis was seemingly directed toward the operator's comfort. Many of the early "C" cabs afforded nothing more than an overhead cover, as they were fully open to the front and sides. Eventually, windshields and doors large enough to close-in the cab were installed.

Around 1919 the Vermont Marble Company acquired an "AC" Mack Bulldog dump truck. The 1919 postcard of that truck typifies the open "C" cab configuration. While far more comfort was built into this style than the "high wheelers", it still had its drawbacks. Trucks of that vintage, while affording a great deal of adventure, still left much to be desired. Jack Grace recalls operating that particular truck.

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\* Author David G. Zsido was born in Proctor, Vermont. He is a graduate of Mount Saint Joseph Academy and Norwich University. He is employed by the Central Vermont Public Service as director of property taxes and risk management. Mr. Zsido is a member of the Rutland Historical Society and a past secretary of the board.



J. Jankowski

*Rutland Railway Light & Power Company, 8 August 1912. From left: Ed Tier-nan (driver), Sim Caton, Charles Mumford, Walter Weinle, Abe Weinle, Henry Thornton, unidentified, Harry Soulia, unidentified, Hugh Parry, Bill Hogan, Bill Murphy and Dan Bruten*



J. Jankowski

*Rutland Railway Light & Power Company, "Little Truck", 1913. Crew from left: Walter Hack, unidentified, Walter Carrigan, Frank Suillion, Ed Kelley (driver), Roxy Fox, and Pat Hannon*

## ONE OF THE FIRST VERMONT MACK TRUCKS

Jack Grace of West Woodstock, Vermont, can lay claim to a distinction, which could nearly be impossible for anyone to refute. He believes that he is, if not the first operator of a Mack Truck in Vermont, at least one of the first. To support him with his claim, Jack has a picture postcard taken of him in 1919 with an AC Bulldog Mack dump truck in the village of Proctor, Vermont.

Back in those days Jack was employed by the Vermont Marble Company, which owned the truck. He recalls that the company bought him a bus ticket to Albany, New York, where the truck was purchased (possibly Albany Mack, Inc.). The Marble Company also gave him a check to close the deal. So, he traveled to Albany, acquired the truck, and drove it back to Proctor. Jack was 19 years old at the time. He went on to operate the truck for a number of years. Ultimately, he did other work for the Marble Company and lost track of the Mack.

However, during the years that he operated the truck, Jack had experienced more situations and has retained more memories than you might expect. Principally, he hauled sand and gravel for the Marble Company's use. The marble industry was the principal industrial mainstay of the Vermont economy in those days. The truck circulated throughout the Marble Company's operating locations, hauling its payload, from Proctor to Center Rutland to West Rutland to Middlebury.

Jack would average about six or seven loads a day when he hauled gravel from the Center Rutland pit to Proctor some five miles away. As he pointed out, "There wasn't a power shovel in those days. When I pulled into the pit, a gang of workers would load the dump body with hand shovels." This being a time-consuming effort, on many occasions Jack would have to pitch in and help with the shoveling. Then he would hop back into the cab and head for Proctor with the old Mack "doing at least 25 mph easily".

On another occasion, Jack was headed from Middlebury back to the Proctor area. Some town officials refused to let him cross a bridge over a river. So he swung the Mack down the bank and began to ford the river. "About halfway across, the chain on one side broke," he recalled. Being late in the day, he had to leave the Mack in the river overnight. The next day Jack stripped "down to his shorts" and sat in the river "mending the chain".

"I could tell you many stories... many you may not want to hear," he continued. Jack is a remarkable individual, who is approaching his 87th birthday. He was born on 11 March 1900, in the small village of Salisbury, Vermont. He is a veteran of World War I. In addition to working for the Marble Company for many years, he also served as a police officer in Rutland for a period of time. He retired from the Vermont State Liquor Department in 1963. However, Jack has been kept busy maintaining his home and two acres of land in West Woodstock. He also does caretaking for some other property owners.

On 29 September 1984, that 1919 photographic postcard setting was restaged with Jack. The endeavor was coordinated by Allen Buswell of the Green Mountain Heavy Haulers Chapter of the American Truck Historical Society. It was also made possible by Ed Fabian's Heavy Hauling and the Vermont Marble Company. Ed and Linda Fabian supplied a 1982 R Model Mack Tractor Trailer. The Vermont Marble Company provided a 20-ton plus, block of Danby white marble. The Mack with its marble payload was parked on the exact spot where its ancestor, the Bulldog dump, had been photographed over 65 years prior. Jack hopped onto the running board to pose with the more contemporary Mack in commemorating this significant anniversary.



Jack Grace

*Jack Grace on the running board of the Bulldog... west of the Marble Bridge in Proctor, 1919. This Mack was registered in 1919 as a 40 horse-power truck with a serial number of 580-91D. The faded registration number was 21123.*

As Jack looked around the once familiar setting, he saw a marble block foundation enshrouded with brush and trees. "That's where Ackley's Store was," he pointed out. "The last time I was here, I had stepped on a nail. I went over to the store for a piece of salt pork and a bandage for the puncture," he recalled.

As he pulled his corn cob pipe from his jacket pocket, Jack remarked, "You know, I don't feel over sixty, but after driving that Bulldog, which would shake the heck out of you, I often thought that by being so rattled, I'd begin to squeak when I'd walk." To meet Jack, you would have to agree it is hard to believe that he was almost 85 at the time.

So, with the photographs having been taken and the anniversary justly commemorated, Jack climbed into the co-pilot's seat of Fabian's R Model Mack. Ed fired up the diesel, and the Mack pulled over the slight incline, headed for the marble yard to deliver the block of Vermont marble. The operator of one of the first Vermont Mack Trucks was once again in the cab of a Mack, delivering material for the Vermont Marble Company, 65 years after he had done so for the first time.



D. Zsido

*Jack Grace poses with a newer Mack truck... 29 September 1984.*

### Off-Road Construction Trucks

Perhaps a noteworthy example of off-road construction trucks was the Linn truck. Named after its developer, Holman H. Linn of Morris, New York, the first Linn truck was produced in 1917. It was unmistakably unique in appearance with a distinctive cab design, in addition to the fact that it was track driven. The traction provided by the rear tracks made these trucks ideally suited for use in difficult terrain and during snow conditions.

When the Rutland Railway Light & Power Company was rebuilding the head-wall of the Chittenden Dam, a pair of Linn trucks was used to haul earth for the project. The photograph, taken on 6 December 1928, shows the two Linns working in conjunction with a bulldozer. It is unlikely that many Linn were seen operating in the Rutland area, since during the approximate 35-year history of the Linn truck manufacturing, only a total of about 2500 units were produced.

Moreover, according to records from the Linn factory, a 1936 report indicated that through that date, only 12 trucks had been sold to owners in Vermont. Of the 12 trucks, four were sold to companies within the original charter of Rutland. The Vermont Marble Company in Proctor had two Linns: the first, serial number 681, a 25-D model; the second, serial number 1211, a 6-28-D model. The Clarendon Marble Company of West Rutland had a 6-26-E model with a serial number 1108. Finally, the Sandrex Engineering Company of Rutland owned Linn number 1457, which was a 6-28-D model.



D. Zsido

*A Linn truck is teamed up with a McCormick-Deering bulldozer in pulling a tractor trailer up a steep grade at Grandpa's Knob where the Central Vermont Public Service Corporation was building a wind-powered generating facility. Photograph made 29 March 1941.*



J.D. Graham (C.V.P.S.)

*Pair of Linn trucks hauling dirt at Chittenden Dam, 8 December 1928.*

# VERMONT MARBLE COMPANY

MAIN OFFICE, PROCTOR, VT.

Feb. 28, 1919.



The Linn Manufacturing Corporation,

Morris, N. Y.

Gentlemen:-

ALL CONTRACTS AND SALES ARE CONTINGENT UPON STRIKES, LOCKOUTS, ACCIDENTS, ABILITY TO SECURE LABOR, MATERIAL AND TRANSPORTATION FACILITIES, AND OTHER DELAYS BEYOND OUR CONTROL. QUOTATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE.

Will you please mail us copy of your tractor catalog marked for the attention of Mr. G. H. Davis, General Superintendent.

Yours truly,

VERMONT MARBLE COMPANY

*H. Ladd Smith*  
Pur. Dept.

ELS/M

D. Zsido

*Although Vermont Marble Company did not purchase Linn trucks for some years thereafter, this letter clearly indicates that the company was interested in Linn trucks as early as 1919.*

## Rutland, Vermont's First Motor Company

The first motor truck freight service came to the second largest city in Vermont during 1916. Arthur Franklin Ward moved from his hometown of Pittsford, and brought with him a firm belief and commitment concerning the future potential of trucks in the freight business. That year he acquired his first truck, which was a 27 horsepower Federal (Serial No. 23660-C).

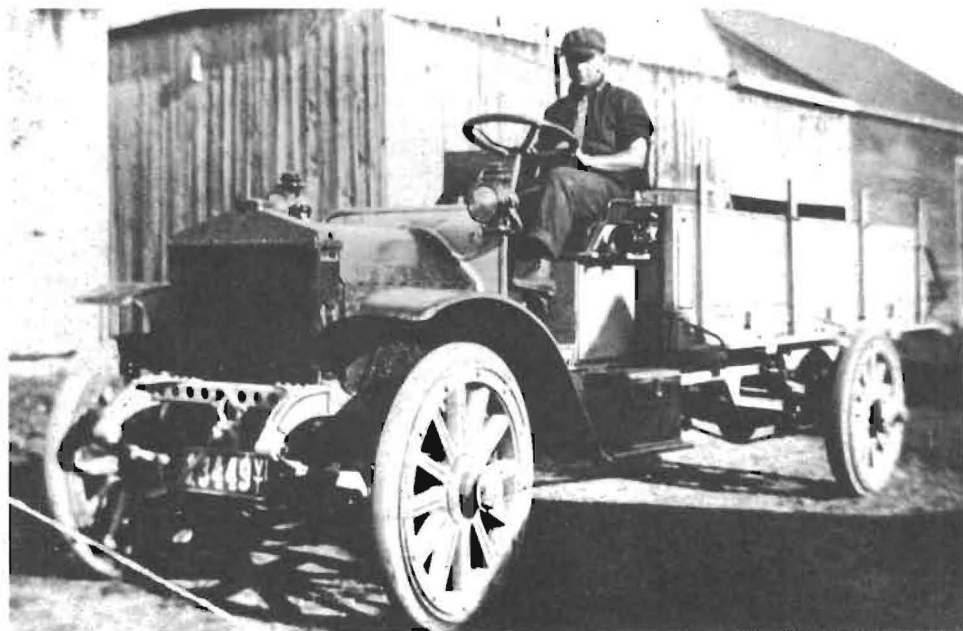
Initially he conducted business from his residence on 57 Jackson Avenue. However, he later moved the business to 129 Strongs Avenue. In the early days he had a small variety of trucks as shown in the accompanying photographs. These included the Federal, a Garford, and some unidentified truck. As he expanded his business enterprises, he did, among other things, take on the dealership in Rutland for White Trucks. Therefore, in the following years his truck fleet was comprised mostly of White Trucks.



According to "The Vermont of Today", which was published in 1929, Arthur F. Ward was described as a man of "unremitting toil and undivided attention to detail". It goes on to state that "Mr. Ward was the first man to utilize a motor truck (in business) in Rutland, and was a pioneer of the moving business in the State of Vermont." His commitment and dedication to his belief in the utility of trucks can best be measured by the business growth he experienced. After starting with just a single truck in 1916, in a period of 12 years his fleet was expanded to more than 20 trucks and buses.

The bus service, which he began in Rutland, was known as Ward's Bus Lines, Incorporated. As in his freight business, he naturally used White chassis in this business as well. Soon he expanded his bus service to include the towns of Bennington and Bellows Falls, Vermont. It should also be pointed out that the White Truck dealership was known as A.F. Ward Sales and Service Company. He likewise operated the only public warehouse in Rutland, which was then advertised as "fireproof storage", called the Ward Warehouse. This too, was located at 129 Strongs Avenue.

It is somewhat amazing that 129 Strongs Avenue in Rutland is used today for the same types of businesses, which Arthur F. Ward initiated there over 65 years ago. Today the expanded building is the home of Wilson Moving and Storage, local agent for North American Van Lines, Incorporated. It is also the depot for Vermont Transit Line's buses.



Mrs. Eleanor Ward Flanders

*Arthur Ward is shown with his first truck, a 1916c Federal. Mr. Ward was born on 24 August 1891 in Pittsford, and died on 9 March 1982. This photograph showing the 27 horsepower Federal truck was taken in 1918. The truck had a serial number of 23660-C.*

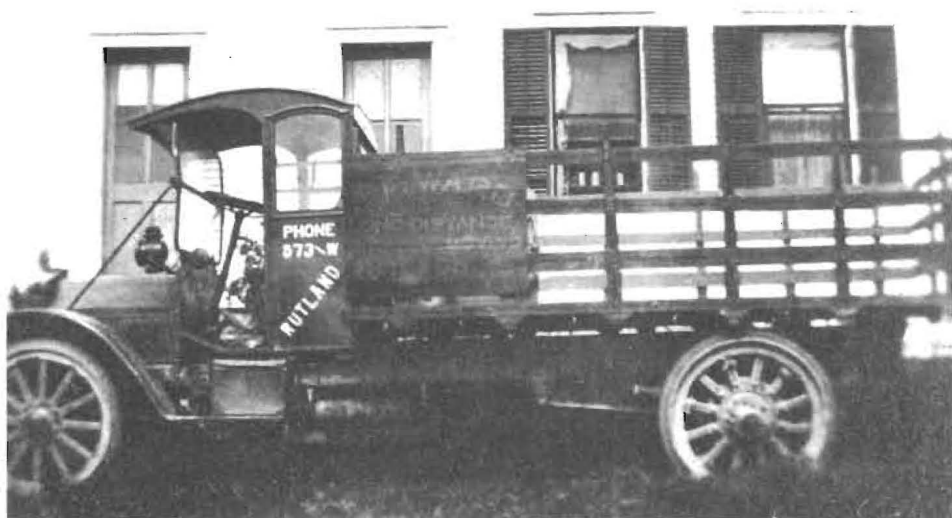
## ARTHUR FRANKLIN WARD

Although beginning life as a farm worker near Pittsford, Arthur Franklin Ward, president and manager of the Ward's Motor Trucking, Incorporated, and the Ward's Bus Lines, Incorporated, has become one of the most prominent figures in motor transportation in this section of Vermont, where he was the first to use a motor truck in the conduct of his business. While his first connection with transportation was confined to trucking, he later obtained franchises in Rutland and nearby cities and now (1928) operates an extensive bus service. While, perhaps, his most important connections are with the Ward's Motor Trucking and the Ward's Bus Lines, he has other business affiliations, including the agency for a line of well-known trucks and the conduct of the only fireproof warehouse in this city. His business, of course, brought him into close contact with public affairs and civic improvement, and he has been a figure of import in various projects and organizations working toward this end.

Mr. Ward was born August 24, 1891, at Pittsford, Vermont, son of Frank and Emma (Baker) Ward. His schooling was confined to those courses prescribed by the public schools at Pittsford, but has oftentimes been demonstrated, higher education is not always necessary for success, and Mr. Ward's career is living proof of this. After completing his public school education he became a farm worker near Pittsford, but soon decided that he was not fitted for this work and obtained a position as a clerk in a Pittsford store. Later, in 1916, he removed to Rutland, and his keen foresight enabled him to realize that success lay in the motor transportation industry. After coming to Rutland he laid the foundation for the present trucking enterprise, possessing only one truck at the time. His judgment has proved sound, for now (1928) the company which he founded owns twenty trucks and buses. Mr. Ward was the first man to utilize a motor truck in Rutland, and was the pioneer of the moving van business in the State of Vermont. His interests now comprise ownership of one of the largest vans in the State, and he is allied with various concerns engaged in hauling and public transportation. As his interests extended, he incorporated his firm, becoming associated with H.T. White and Clayton Kinney, and Mr. Kinney is secretary. In 1924, Mr. Ward obtained a franchise from the city of Rutland for bus service there and later extended his lines to Bellows Falls and to Bennington and to North Bennington. These lines are now operated under his direction and through the company bearing the name of Ward's Bus Lines, Incorporated, with the same officers as the Ward's Motor Trucking, Incorporated. Arthur F. Ward is the president of these two concerns. As an individual enterprise, Mr Ward conducts the A.F. Ward Sales and Service Company, holding the agency for White trucks. These vehicles he used almost exclusively in his various transportation enterprises. Another concern which he founded and now owns is the Ward Warehouse, a large fire-proof structure in Rutland, the only public warehouse in this city. It will be noted that while Mr. Ward did not enter into his present vocation until 1916 he has, in the comparatively few years that have elapsed, become one of the foremost figures in motor transportation spheres of Vermont. His large holdings have not come to him through coincidence or luck; on the contrary, it has been through his unrelenting toil and undivided attention to the details of his business that he has attained success. For this reason he is looked upon in Rutland as one of the most sagacious and capable citizens of the town. His public spirit has moved him to give freely of his time toward the welfare of Rutland and its progress, as is evidenced by his membership in the Rutland Chamber of Commerce and the Rutland Exchange Club.

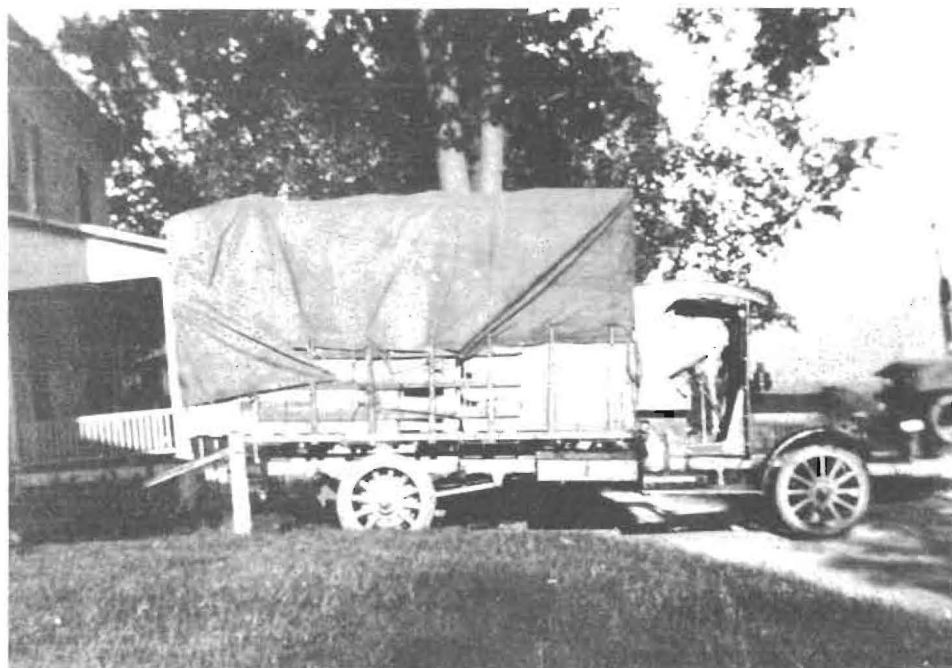
Arthur Franklin Ward married, in April 1917, at Ludlow, Vermont, Edna A. Walker, and the children of this marriage are: Janet, Eleanor, and Nita. Mr. Ward's business is located on Strongs Ave. Rutland, while he resides with his family at No. 57 Jackson Avenue, this city.

*The Vermont of Today, 1929*



Mrs. Eleanor Ward Flanders

*Another pair of trucks owned by Arthur F. Ward is shown on Jackson Avenue in Rutland. Unfortunately, neither truck could be indentified.*



Mrs. Eleanor Ward Flanders



Mrs. Eleanor Ward Flanders

*Ward's Bus Lines No. 6 bus is shown parked just off Strongs Avenue. Another bus, No. 3, was identical to this bus.*



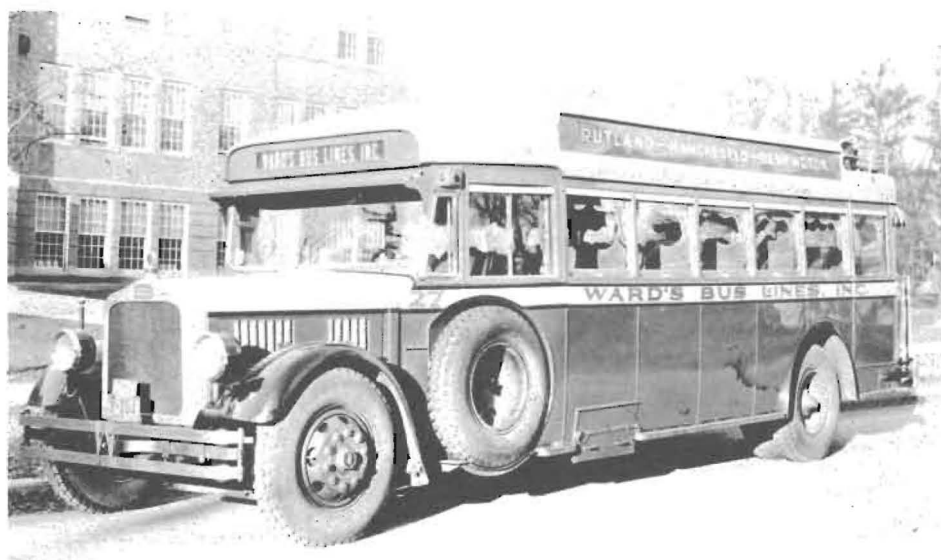
Mrs. Eleanor Ward Flanders

*This photograph, taken in 1929, shows the fine fleet of White trucks owned by Mister Ward when his business was located at 129 Strongs Avenue. Mister Ward is standing beside his 1926 Chrysler. The two smaller trucks on the far left appear to be Dodges.*



Mrs. Eleanor Ward Flanders

*Another of Ward's buses. This one, as was his entire bus fleet, is on a White truck chassis. Bus No. 14 also had similar counterparts with Bus No. 9 and Bus No. 15. This photograph was probably taken during the mid-1920s.*



Mrs. Eleanor Ward Flanders

*Another of Ward's fine buses was Bus No. 27, shown in this photograph parked in front of the Rutland High School in 1930.*



Mrs. Eleanor Ward Flanders

*A final photograph of the Ward's Bus Lines fleet shows a pair of Ward's buses parked in Bennington in front of the Rutland Railway station.*

### One of the Survivors

Unfortunately, very few examples of pre-World War II large trucks from the Rutland area remain in existence today. Once large trucks had completed their tenure of useful purpose, they were generally disposed of in two distinct fashions. Their heavy steel frames and iron castings made them valuable primarily as scrap iron. During the World War II effort, undoubtedly many early vintage trucks of the Rutland region were collected for salvage. The War probably claimed all of the chain-driven trucks, which once had rumbled through the streets of Rutland.

In addition, as the mechanized era came to the Vermont farm, used trucks became an inexpensive alternative to the horse. Vermont farmers would operate these used trucks for their remaining usefulness. Then the farmers found uses for the worn-out trucks, such as converting them into trailers, or using the power-plants for saw rigs.

One of the surviving trucks from Rutland is the 1936 Ford, a one and one-half ton platform truck, which was operated by Lincoln Iron Works until about 1955. The platform had been extended to allow for increased load capacity, and a trail axle was attached to the rear of the drive axle. The trail axle was actually a Model TT Ford rear axle assembly, which was welded to the frame of the 1936 Ford behind its rear axle. Later, after working for a number of years on a Mount Holly farm, it was finally retired in the early 1960s, and parked out in a back pasture for over twenty years.



D. Zsido

The photograph shows its current condition: ripped and jammed fenders, fogged glass, and in need of paint. The original Lincoln Iron Works lettering is still visible on the doors. After some extensive restoration work, it will look as it did over 40 years ago as the prime mover for the Lincoln Iron Works.

### The Cavalcade of Trucking

The Great Depression and the years that followed actually molded the trucking industry as we know it today. When President Franklin D. Roosevelt signed the National Recovery Act, many small splinter freight organizations were drawn together. They formed the American Trucking Association, Incorporated. Another significant milestone in the history of trucking, and the trucking industry, occurred when Congress enacted the Motor Carrier Act of 1935.

On 16 October 1983, a mobile display depicting progress made in the trucking industry, and the 50th anniversary of the American Trucking Association, Incorporated, began a tour of the 48 contiguous United States. This tour required one year to complete. The display was sponsored by Fruehauf Trailers and White-Volvo Trucks, in conjunction with the American Truck Historical Society.

Finally, on 19 September 1984, the mobile photorama made its Vermont debut in Rutland at the downtown Shopping Plaza parking lot. In fact, the Rutland visit was the only location in Vermont where the Cavalcade of Trucking appeared. The interior of the box trailer was filled with photographic displays of trucks and scale models. Several antique trucks from the Rutland area were also on display. Prior to leaving, driver Merlin Griesel was presented with a Vermont truck registration plate. The plate was presented by the Green Mountain Heavy Haulers Chapter of the American Truck Historical Society. It was affixed to the display of registration plates from other states. The trailer was later donated to the American Truck Historical Society, and is housed in the Roanoke (Va.) Transportation Museum.





D. Zsido

*The Cavalcade of Trucking in the downtown parking lot. The truck in the foreground is a 1941 Ford, 1½ ton, owned by Over the Hill Trucks of Rutland.*



D. Zsido



## Antique Truck Enthusiasm

If the interest and enthusiasm about antique trucks can be gauged by the recent growth of one national organization, it is truly increasing at a considerable pace. The American Truck Historical Society (ATHS) was established in 1971 as a non-profit organization. Its main purpose is to remain dedicated to the collection and preservation of the dynamic history of trucks, the trucking industry and its pioneers.

The organization started with a core of 33 individuals in 1971. In its first 10 years it grew to 1160 members. However, from 1981 to 1985, it added almost 4500 more members to its ranks. Now it stands with a membership of almost 6000 individuals. A local chapter of ATHS was founded in Rutland on 26 March 1984 by David G. Zsido and Robert J. Giddings (Over the Hill Trucks). This chapter is called the The Green Mountain Heavy Haulers.

The task is not simple for those who attempt to preserve examples of early trucks. If the truck has been abandoned for several years, the Vermont elements of cold, snow, and rain have undoubtedly inflicted severe damage to it. The availability of good used parts or new old stock parts is always a problem. Often it requires purchases being made throughout the United States. The physical size of the truck creates problems with storage and with moving the vehicle. With all these obvious problems, it is perhaps no wonder that so few large trucks have survived. However, with the enthusiasm, which appears to be growing, many fine examples of these mechanized workhorses will be preserved for future generations to enjoy.



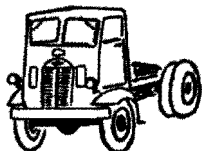
Mrs. Eleanor Ward Flanders

*Another 1920 vintage photograph, taken on Jackson Avenue in Rutland, shows Mr. Ward's daughter, Janet, sitting on a Garford truck.*

Editor's Note: David Zsido's enthusiasm for antique trucks prompted the following letter from the author shortly before the Quarterly went to press. It is included here as an addendum to the article.

## Over The Hill Trucks

Rutland  
Vermont



ATHS  
Members

16 AUGUST 1986

Collectors of Pre-World War II Equipment

re: RUTLAND HISTORICAL SOCIETY 'QUARTERLY'.

I CHECKED WITH AL BUSWELL FROM WOODSTOCK, AND HE INDICATED THAT JACK GRACE IS STILL VERY MUCH ALIVE.

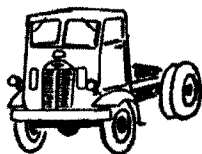
AS I HAD ALSO MENTIONED, I BELIEVE THAT I MAY HAVE FOUND THE REMAINS OF THAT 1912 'LITTLE GIANT' WHICH WAS THE RUTLAND RAILWAY LIGHT + POWER FIRST LINE TRUCK. AROUND 1920-21 THE TRUCK, WHICH WAS THEN OWNED BY 'LUCKY' DUNCAN OF WHITEHALL, WAS SOLD TO THE GALICK BROTHERS OF WEST HAVEN. DUNCAN DELIVERED SLAB WOOD AND COAL WITH THE TRUCK. HOWEVER, HE WAS APPARENTLY NOT MECHANICALLY INCLINED.

THE GALICKS HAD WANTED THE TRUCK FOR ITS TWO CYLINDER OPPOSED ENGINE WHICH WAS LOCATED UNDER THE SEAT. THEY PLANNED TO USE THE ENGINE TO POWER THEIR BOAT. THE GALICKS OFFERED DUNCAN \$25 FOR THE TRUCK. ALTHOUGH DUNCAN PROTESTED AT THE SMALL SUM, SINCE HE HAD JUST PUT A \$16 CARBURATOR ON IT, THE GALICKS REMINDED HIM THAT THEY ONLY WANTED THE ENGINE. THE GALICKS ENDED UP WITH THE TRUCK FOR \$25-

THE GALICKS BROUGHT THE LITTLE GIANT TO THEIR FARM IN WEST HAVEN ACROSS AN ICE

# Over The Hill Trucks

Rutland  
Vermont



ATHS  
Members

Collectors of Pre-World War II Equipment

COVERED LAKE CHAMPLAIN. THE TRUCK WAS  
HITCHED TO A TEAM OF HORSES WITH ABOUT AN  
EIGHTY FOOT LEAD (TO PREVENT A CONCENTRATION  
OF WEIGHT ON THE ICE), AND PULLED TO THEIR  
FARM.

ONCE ON THE FARM THE TRUCK WAS ALMOST  
IMMEDIATELY DISMANTLED. FORTUNATELY MOST OF  
THE METAL COMPONENTS WERE STORED IN A  
LOFT OF A SHED. THE ENGINE WAS USED  
FOR THEIR BOAT AS PLANNED. TODAY ALL THAT  
IS LEFT OF THIS EARLY TRUCK IS THE FOLLOWING:

BOTH CHAIN GUARDS FOR THE CHAIN DRIVE REAR  
END; THE REAR AXLE; THE FRONT AXLE WITH  
THE REMAINS OF THE WOODEN SPOKE-SOLID  
RUBBER TIRES; THE BELLY PAN FOR THE  
ENGINE; THE BRAKE SHOE ASSEMBLIES; THE  
TRANSMISSION AND SHIFTING LEVER; THE WOODEN  
FIRE-WALL WITH BRASS HANDLES; FENDER BRACES;  
AND A VARIETY OF OTHER MISC. PARTS.

PLEASE LET ME KNOW IF YOU REQUIRE ANY  
ADDITIONAL INFORMATION -

BEST REGARDS -



D. Zsido

*A familiar landmark at the Main Street park in Rutland during the 1950s and 1960s was Roxie the Popcorn Man truck. It has a 1940s Dodge chassis. With its bright red hood, dark blue fenders and shiny steel body it is still serving hot dogs, french fries, cold drinks and popcorn at a South Main Street location and on the Rutland Fairgrounds during Fair Week*



D. Zsido

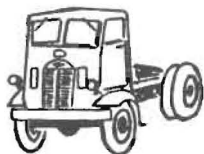
*The remains of the 1932 Ford chassis Roxie The Popcorn Man truck.*



D. Zsido

## Over The Hill Trucks

Rutland  
Vermont



ATHS  
Members

Collectors of Pre-World War II Equipment

ROBERT GIDDINGS 483-6464

DAVID ZSIDO 775-6576

## Just a Bit "Side-tracked" The Flying Switch

Although not directly related to the main theme of the article on trucking, this short anecdote of the Clarendon & Pittsford Railroad does have some relationship to the advancement of the mechanized era.

The tracks are gone now. They have been pulled up, and you would not realize that the Clarendon and Pittsford Railroad had been there, if you had not seen it yourself. The railbed had extended from the northerly side of the Vermont Marble Company's machine shop, headed somewhat northeasterly, crossing the bridge which passes the former Rutland Railway tracks in the village of Proctor, and slipping between the marble shops, ultimately terminated in a marble dump easterly of Terrace Hill.

Back in the late 1950s, the C&P Railroad, sometimes affectionately known as the "Come & Push", operated two small diesel locomotives. Engines No. 10 and 11 worked on the small system of tracks, moving marble products out of the "Marble Town" of Vermont.

Daily, without fail, Engine No. 11 with Chief Engineer Henry Nelson and a crew comprised of Bert Nelson, Warren Brown and Raymond Anoe quietly rumbled in-to the backyards of the Terrace Hill residents to move the flat cars loaded with marble and to dump the waste marble scraps.

As a boy of 11 years, I shared the same fascination with railroads as other youthful contemporaries of mine. So, when the orange-colored Number 11 performed its usual morning operations, I would do my best to catch a view of it through the trees. I finally decided to improve that view by cutting a twenty-foot swath of trees which stood between my father's chicken coop and the tracks. I accomplished this with one dull ax and my father's best (and only) rough-cut carpenters saw. However, simply watching the train from the house was not good enough, so I then ventured track-side to wait and watch for No. 11.

Then one morning, as Number 11 rolled up the tracks, Bert Nelson jumped off and asked, "Do you want a ride?" Naturally, my answer was obvious. From that morning on, and for many mornings thereafter, the engine would stop and pick up its unofficial assistant engineer. Then Engineer Henry Nelson and his crew would continue to switch the flat cars loaded with white Vermont marble, with empty cars. On the end of a string of cars, which had been parked under the cranes in the marble shop yard, was a small side-dump, railway dump car. It was loaded with scrap marble pieces, wooden planks, sawdust and metal shavings. The car was uncoupled from the other cars and old Number 11 would pick up speed in anticipation of executing the "flying switch", as Engineer Henry Nelson called it.

Normally, Raymond Anoe would be prepositioned on the side track switch, which led to the marble dump. Warren Brown would be riding on the dump car. Bert Nelson would be riding on the engine at the coupling which connected it to the dump car. At just the right time, Nelson would pull the pin, unlatching the dumper from Number 11. The engineer would then speed up the locomotive, pulling away from the free rolling dumper. As soon as Number 11 passed the switch, Ray Anoe would throw the handle. Then the slower-rolling dumper car would glide down the rail spur into the dump yard. Warren Brown would crank the brake wheel bringing the small car to a halt.

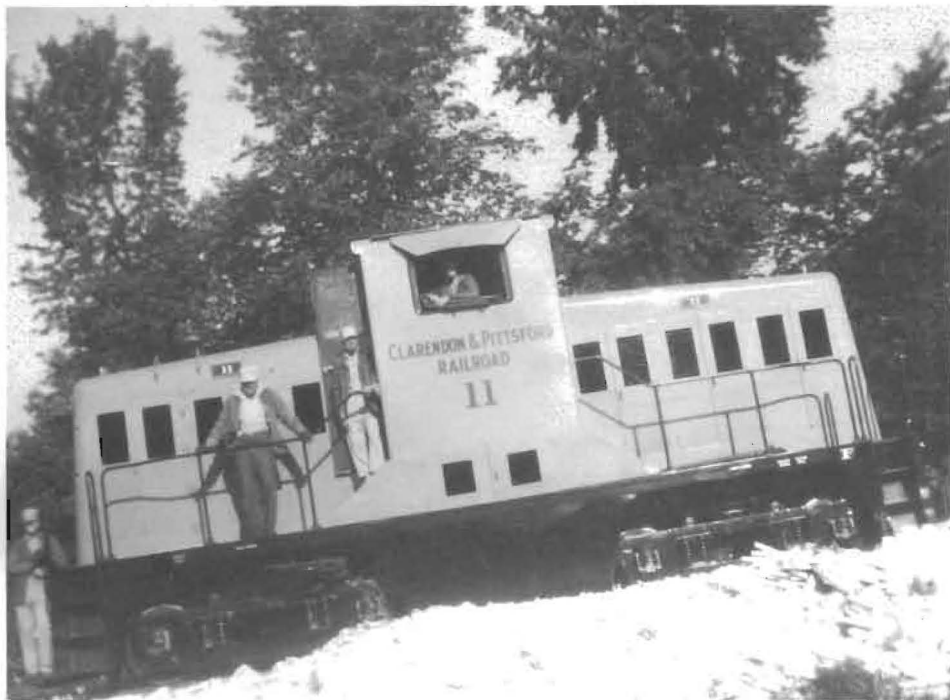
The load of waste material would be dumped. The engine would hook up to the dumper car again, then another "flying switch" would place the dumper car back on the rail spur in the marble shop yard. On one occasion, when the flying switch was performed as the dump car rolled down the spur along the marble dump, the brakes failed. Warren Brown did his best to stop the car, but it easily glided to the

end of the tracks. It broke through the rail-tie header, which was intended to act as a barricade. The car flipped over and slid to the bottom of the dump. Fortunately, Brakeman Brown jumped clear before the car broke through the header.

My tenure as the unofficial assistant engineer of Number 11 was relatively short-lived, since my family moved from Proctor to Rutland in July of 1959. However, before I headed down the hill on that July morning for my last ride, I received some hasty instructions from my mother on the operation of a Kodak box camera. The first two pictures which I had ever taken were photographs of the C&P No. 11 with its crew. Now over 25 years later, the tracks are gone and Bert H. Nelson is the only crew member still alive. Only a couple of photographs of No. 11 occupy spaces within my photo album, but the memories of the "Flying Switch" remain vividly in my mind.

The C&P Railroad engines Number 10 and 11 were among the first diesel-electric locomotives introduced into New England. Both were acquired around 1945. Engine Number 11 remained in active service through 1976, when it was scrapped by a local salvage dealer. Engine Number 10 had been scrapped sometime earlier.

David G. Zsido



*The crew of C&P No. 11 during July of 1959. From the left: Bert Nelson, Warren Brown, Ray Anoe and Henry Nelson*

**RUTLAND HISTORICAL SOCIETY**  
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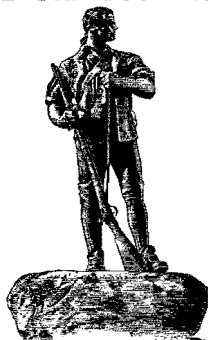
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